



CENTRE FOR RESEARCH INTO  
ENERGY DEMAND SOLUTIONS



# Fuel and transport poverty in the UK's energy transition (FAIR)

2020 - 2022

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#FPRN7 FUEL POVERTY  
IN WALES



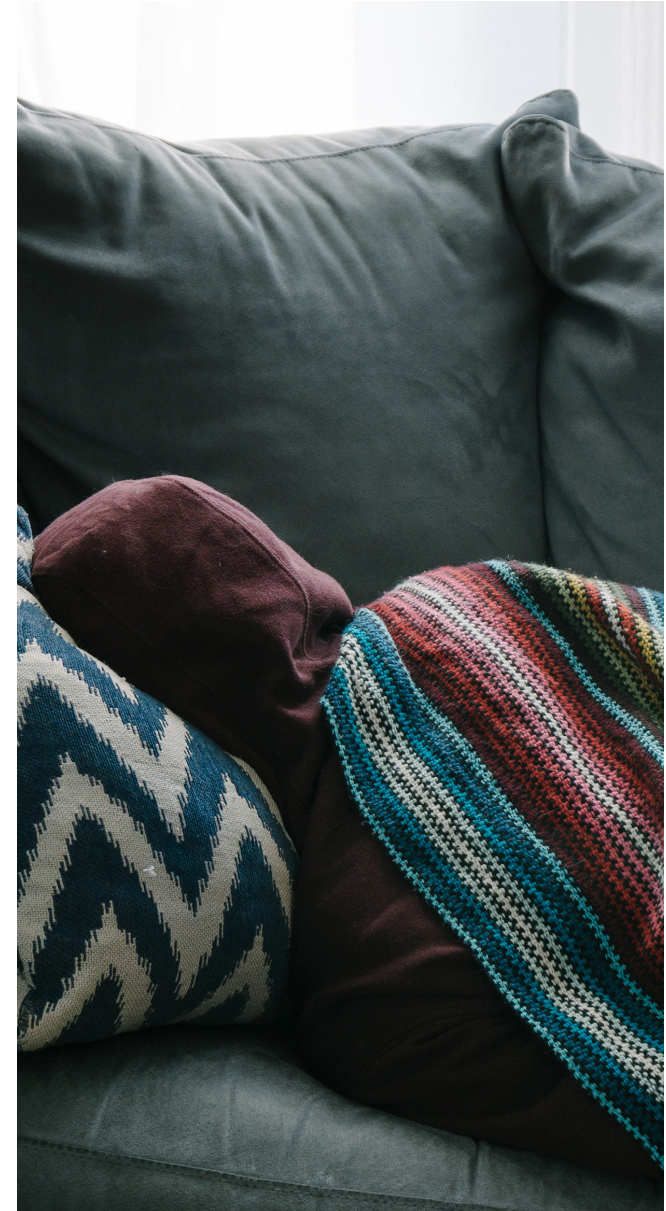
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## Project Aim (1)

- Our work on equity and justice examines the intersections between fuel and transport poverty, and low carbon energy transitions, in the United Kingdom.
- **Fuel poverty** has been defined as the inability to secure materially- and socially-necessitated energy services, such as heating a home or using appliances.
- **Transport poverty** is the enforced lack of mobility services necessary for participation in society, resulting from the inaccessibility, unaffordability or unavailability of transport.



## Project Aim (2)

- Although fuel and transport poverty have until now typically been treated as distinct problems with their own causes and consequences, *we argue that they are in fact deeply interlinked and potentially mutually reinforcing, and that it is vital to conduct research to better understand these linkages.*
- This is pressingly needed in the context of the UK's decarbonisation effort, so that for example vehicle electrification and 'smart' technologies do not create new injustices.



# Research Objectives (1)

- To address this, we will:
- **Systematically examine who and where is presently vulnerable to fuel and transport poverty in the UK, to what extent, and why:**
- **Methods:** We will undertake a multi-disciplinary research project, which includes interviews with households, mapping and surveying of fuel and transport poverty prone regions, and interviews with experts to identify those who may be vulnerable in the UK's low carbon transition.





## Research Objectives (2)

**Unveil how such vulnerabilities alter and shape the UK's energy transition**

- Such examples could for example include; Vulnerabilities created by disability; vehicle electrification could exacerbate current injustices by placing upward pressure on household energy bills, reinforcing fuel poverty, for example, or potentially create new types of vulnerability in car dependent areas e.g. low-income families & communities unable to afford EV's & costs of petrol & diesel cars become prohibitively high / expensive to operate in expanding low-emission zones / ban of sale

### **Outputs**

- We aim to unveil such vulnerabilities, and provide solutions in regards to how to address them. Our proposed research thus moves existing fuel and transport poverty debates beyond the individual, to a nexus of system-wide implications of energy and transport use that include supply to demand.
- We will run policy workshops and develop policy models, to provide recommendations on how the UK's Net Zero objectives can be achieved so that they do not only mitigate emissions, but also address poverty, inequality and exclusion.





# Project Team

<b>Dr Mari Martiskainen, (PI)</b>	<b>University of Sussex</b>
<b>Professor Stefan Bouzarovski</b>	University of Manchester
<b>Dr Debbie Hopkins</b>	University of Oxford
<b>Dr Kirsten Jenkins</b>	University of Edinburgh
<b>Dr Paul McKenzie</b>	University of Ulster
<b>Dr Neil Simcock</b>	Liverpool John Moores University
<b>Professor Benjamin Sovacool</b>	University of Sussex
<b>Dr Giulio Mattioli</b>	TU Dortmund University, Germany
<b>Jennifer Dicks</b>	Cambridge Econometrics
<b>Hector Pollitt</b>	Cambridge Econometrics
<b>David Weatherall</b>	Energy Saving Trust
<b>Chaitanya Kumar</b>	Green Alliance



# UK Consortium institutions

- Lancaster University
- Liverpool John Moores University
- London School of Economics
- Loughborough University
- Ulster University
- University College London
- University of Edinburgh
- University of Leeds
- University of Manchester
- University of Oxford
- University of Surrey
- University of Sussex
- University of Reading
- University of York

## External organisations:

- Energy Saving Trust
- Green Alliance
- Cambridge Econometrics
- TU Dortmund University



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# Thank you for listening!



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